Approved For Release 2005/06/30 : CIA-RDP80-00810A001700560007-5

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6 April. There was no air activity.

7 April. Between 8 a.m. and 5 p.m., there was intensive air activity by NiG-15s flying individually and in elements of two. Weather was favorable.

8 April. Between 8 a.m. and 5 p.m., there was the same air activity as on 7 April. The MiG-15s remained aloft for up to 35 minutes. There was changeable weather.

2 April. Between 10 a.m. and 4 p.m., a few local flights were made by MiG-15s.

10 April. Between 3 a.m. and 1 p.m., MIG-15s practiced flying individually and in elements of two. There were no clouds. Previously, the MIG-15 unit mostly practiced firing at sleeve targets, night and formation flying. Apparently young pilots were assigned to the unit because intensive local flying was conducted by Po-2s and type-29 planes.

15 and 16 April. There was no air activity by MiG-15s at the field.

17 April. Individual high-altitude flights were made over the field, possibly by MiG-153 from another airfield. The weather was cloudless.

21 April. At about 6:30 p.m., 6 MiG-15s without auxiliary fuel tanks landed in rapid succession.

22 April. Between 3 a.m. and 5:30 p.m., there was little air activity by MiG-15s in cloudless weather.

23 April. After 3 p.m., local flights were made by jet fighters while no searchlights were in operation. There were no clouds.

24 April. At 11:12 a.m., a twin-engine transport with single rudder assembly landed at the field.

25 April. Night flights were made by MiG-15s after 8 p.m.

26 April. Seventeen MiC-15s including the alert flight were parked outside the hangars.

28 April. A MiG-15 took off at about 11:30 a.m. There was a 10/10 over-cast at an altitude of about 500 meters.

29 April. No air activity was observed.

30 April. Individual flights were made by MiG-15s. In the evening, the rotary searchlight near Nietwerder was in operation although no night flights were made at the fleld.

1 May. There was no air activity at the field since a parade was held.

2 to 4 May. No air activity was observed. Fifteen MiG-15s including the alert flight were counted on the landing field. A crashed MiG-15 was observed in front of the hangar.

5 May. Between 10 and 11 a.m., local flights were made by 2 Po-2s, 1 Yak-14 and 1 MiG-15. The weather was fair.

6 May. There was no air activity.

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	7 N	ay. Between	9 am. and	1.2:30 p.m.	., 2 Po-2s	including	
25X1		l rak-14 m	ade local il	Aghts. The	ere were no	clouds. At '	\$30 o.n.,
3	uer	e opeatueg oro⊶rbe and	i single-er an the field	Kane Ten- P	ving monople	ine with radi	ial engine
	2. On nea	r Klapperab	n augu-aug en c anal. On	po radar s 19 May: 5	905 was obse	erved for the	e first t ime The eswinition
	dum	p on the ne	rthern edge	of the file	ald. The PKV	-45 D/F stat	ത്രമ് കെട
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	ine	outer side	s of the shr	somel-proc	of aircrait	revetments w	ere b e ing
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	3. The	following a	air activity	was obser	ved at the	field betwee	h 30 March
	and	16 May:					
	30	March. After	9:40 p.m.,	individue	l flights w	ere made by	MLG-158
	which	ch remained en altitude	aloft for a	bout 40 mi 500 metars	nutes. Ther	e was a 10/1 n, visibilit	0 overcast
	over	r a distance	of more th	an 10 km.	and a wind	of 70 to 80	km/h. Air
	೩೦ ೪)	wity still	continued a	t 11:10 p.	In o		
	31_1	lerch. Throu	ighout the d	sy, indivi	dual flight	s were made	by MiG-15s
	with	auxiliary stes. The sk	fuel tanks, v vas 9/10	some of w overcast a	hich remein nd it raine	ed aloft for d occasional	49 and 52
EV4	wide	cly circled	m 3:30 a.m. the field.	and 5:30	p.m., MiG-1	5 and type-2	9 plenes
5X1				Ther	e was a 5/1	0 overcast o	f cumulus
5X1	-6700	me sur good	visibility	•			
5X1	2 A	ril. Between	en 8:30 a.m.	and 7:10	p.m., indiv	idual planes	fired at groun
	of,2	to 25 deg	reas to an	istatude o	roeck. maen f about 400	meters made	g at ar engle two attacks
5X1	with	long burst	s of fire	At the same	e time, ind	ividual high	-altitude
)/\ I	Ther	e was a 6/1	O overcast	oi cumulus	clouds and	good visibil	were made. Litv. After
	8 p	m., individ	uel flights ere no olow	uere made	by MiG-15s	which contin	need after
	3_Ap	ril. Betwee	n 6:30 a.m.	and 4 p.m	., individu	al MiG-14s me	ade bigh-alti-
5X1	take	-offs and l	andings were	e practice	i by Po-2s	g vapor Arái. at Bechlin a	irfield. There
	were	no clouds.	At 4:20 p.s	i., when a	ir activity	was disconti	imued,
5X1	3 Ya	k-lls and l	Po-2 were p	erked at	the field.	and type-29 p	olanes,
X1). Am	rd) Theorem	hout the de	r there ···	ce oim cott	vity by MiG-	150
X1					which	flew in flig	ghts and
	elem clou	ents of two ds and visi	at altitude bility was a	es of 8,000 good,	0 to 9,000 i	neters. There	e were no
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	7.4	ril. Betwee	n 10:45 a.m. de by MiG-1	and 3:30	p.m., indir	vidual high-	altitude
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the field.

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Sawil. There was the same weather as on the preceding day. The alert flight took off at 7 a.m. and landed at 7:38 a.m. Subsequently, a new alert flight was parked at the field. Between 10:30 a.m. and 3 p.m., MiG-15s practiced firing at a sleeve target towed by a MiG-15 with auxiliary fuel tanks. Immediately after the take-off, the towing plane broke out the air sleeve fitted on a rope about 120 meters long. When the towing plane reached an altitude of about 3,000 meters, the attacking MiG-15 flying at an altitude of about 3,000 meters, the attacking MiG-15 flying at an altitude of about 3,000 meters down at an angle of about 30 degrees and approached from the right roar at an angle of 45 to 60 degrees making two attacks with two long burses of fire each. Each towing plane remained aloft for firing practices by about 3 MiG-15s. The sleeve target was released over the field before the plane landed. After air ac-

9 April. In the morning, an element of two Yak-11s practiced formation flying at an altitude of 4,000 meters. There was a 10/10 overcast and a scattered cloud base later on. Between 4 p.m. and 5:30 p.m., formation flying was practiced by two elements of two MiG-15s with auxiliary fuel tanks. After 8 p.m., individual MiG-15 and type-29 planes circled widely over the field. The weather was clear.

tivity, 18 MiG-15 and type-29 planes, 2 Yak-11 and 2 Po-2s were counted at

10 April. Between 7 a.m. and 7:40 a.m., the alert flight practiced formation flying. There were no clouds. After the landing, the planes were being refueled and parked at the dispersal area for the alert flight. Between 8 a.m. and 5 p.m., MiG-15s flew in elements of two and practiced flying at a ground target represented by a truck parked in about the center of the landing field. The planes took off individually at short intervals and assembled in a spread-out combat formation. When flying north of the field an element of two MiG-15s would break from the formation and turn to the field. The two planes successively made an approach flight at the ground target diving from an altitude of 6,000 to 7,000 meters at an angle of 50 to 60 degrees, pulling off at an altitude of 800 to 1,000 meters and immediately climbing at a steep angle. Individual jet fighters started night flying at 7:30 p.m. and were aloft until after 10:30 p.m.

11 April. Between 10 e.m. and 3 p.m., the same approach flights were practiced as on the preceding day. There were no clouds.

12 April. There was no air activity in cloudless weather.

13 April. No air activity was performed by jet fighters. After 11:45 a.m., Po-2s circled the field. There was an increasing degree of cloudiness and tendency to thunderstorm.

14 April. No jet fighters were aloft. After 5 a.m., Fo-2s practiced take-offs and landings at Bechlin alternate airdield. There was a 6/10 over-cast and haze.

15 April. There was no air activity by jet fighters. The sky was 10/10 over-cast. In the afternoon, a Li-2 plane landed at the field, while Pc-2s and Yak-lls widely circled over the field.

16 April. There was no air activity by MiG-15s. Po-2s made local flights. There were no clouds.

21 April. Between 7:50 a.m. and 9 a.m., 5 individual I1-23s crossed the field toward the west at high altitudes. There was no air activity by MiG-15s. At 12:50 p.m.,

20 MiG-15 and type-29 planes, 1 Mak-II, 2 Po-2s, and 1 Li-2 were parked at the field. Four of the MiG-15s were parked in the revetments southeast of the flight control station. Between 1 p.m. and 1:50 p.m., 8 MiG-15s from another sirfield circlet over the area southeast of Meuruppin at an altitude of about 9,000 meters. At 6:32 p.m., a Li-2 took off heading southwest.

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22 April. Between 6:06 p.m. and 6:15 p.m., a MiG-15 made a local flight. Might flying by individual MiG-15s statted at 7:35 p.m. and continued after 10:40 p.m. At 6 p.m., two trucks with pounted searchlights were observed about 100 meters south of the runway. The searchlights were not in operation during night flying. The take-offs and landings were made without the help of landing lights and ground searchlights. The runway lights were switched on and the aircraft flew with set position lights.

22. 40x12. One MiG-15 was chesk mul alo

28 wril. MiG-15s with fuxiliary fuel tanks flew in the clouds in formations of four and individually.

4 May. Two local flights were nade by MIG-15s. Aircraft observed at the field included 24 MiG-15 and type-29 planes, 2 Yak-11s and 3 Po-2s.

12 May. A flight of three MiG-15s with auxiliary fuel tanks flew at very high altitudes.

15 May. Three individual take offs were made by MiG-15s.

16 May. The flight of alera planes with auxiliary fuel tanks practiced flying. There was little air activity by Po-2s and Yak-lls. A total of 22 MiG-15 and type-29 planes were counted at the field.

- 4. During the period of observation, the alert flight was parked on the western turning apron when the wind blew from the east; in westerly wind, it was alternately parked in the southern section of the eastern turning apron and the new dispersal area about 100 meters north of the former repair hangar.
- 5. A total of 33 aircraft revenents were counted at the field including 9, open to the runway, in the northeastern section of the field and 12 along the taxiway north and northwest of the flight control station, 5 south of the taxiway and southeast of the flight control station, and 7 arranged rather far apart west to northwest of the flight control station as far as the western curve of the taxiway.

25X1	To the game were observed at one field. ~ On & and to May,
25X1	only one radic mast connected to the public mains was located in Met
25X1	werder. The PKV-45 D/F station, the landing aid and the radio truck had been
	removed, and except for the landing ail, were re-erected on the landing field. 2
25X1	Motor vehicles observed entering and leaving the field
25X1	Cr. 3 May,
25X1	there was little air
25X1	activity by MiG-15s because of economy neasures in fuel consumption.
γ ,	About noon on 3 May, the field was occupied by about
	24 aircraft, including mostly MiG-15s, some biplanes and single-engine
25X1	losseying normalines. If we littlife, four there planes
25X1	were parked at the east end of the running. The other aircraft were parked
25X1	in front of the hangars. There was no air activity.
8.	Between 2:30 p.m. and 4:20 p.m. on 23 April, 6 MiG-15s took off in two groups
	which individually divid over the transfer to mio-is took cit in two groups
25X1	which individually dived over the western edge of the field. Four individual take-offs were made by 4 MiC-15s heading east. One of them towed an air

sleeve. There were no clouds. In the afternoon of 18 May, 2 MGG-15s were

aloft, while other MiG-15s practiced diving.

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Comment. No AA guns have been observed at the field since October

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